

Fig.1

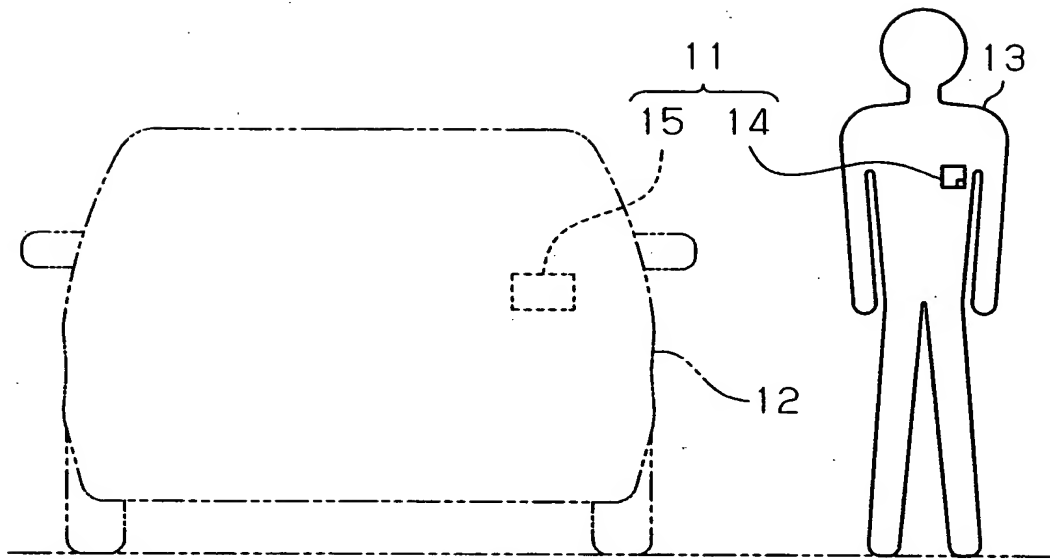


Fig.2

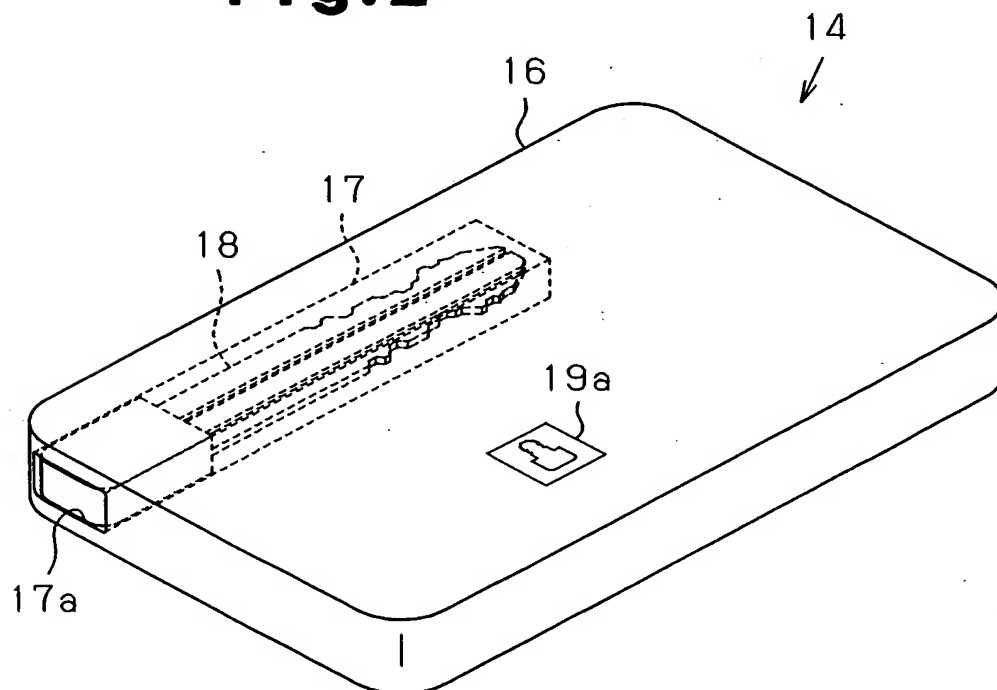


Fig 3

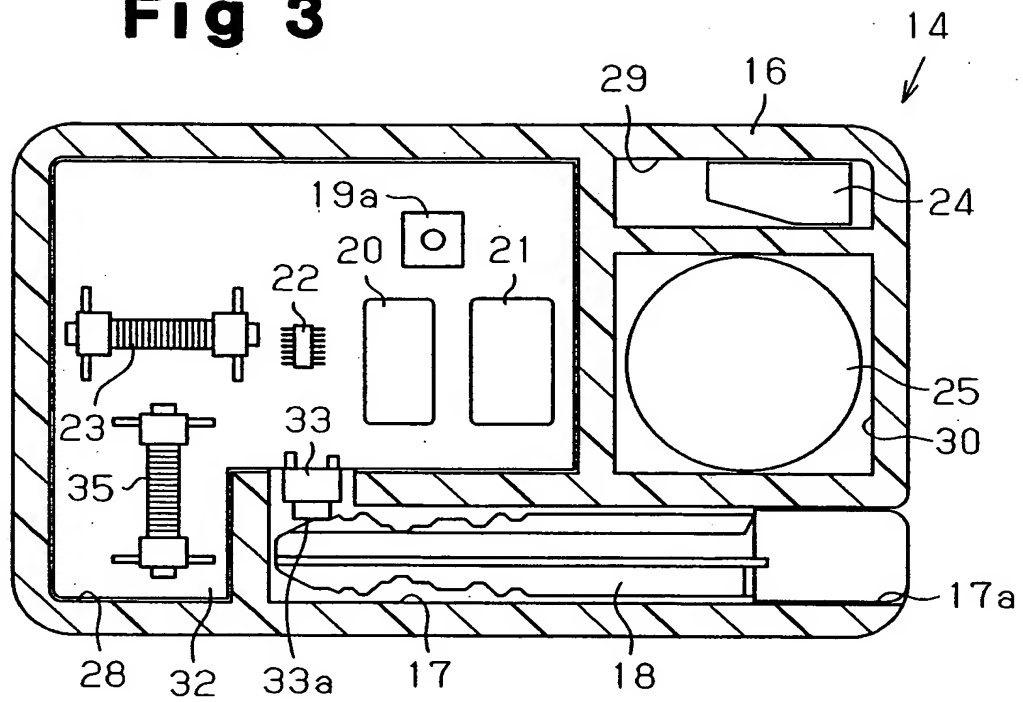


Fig.4

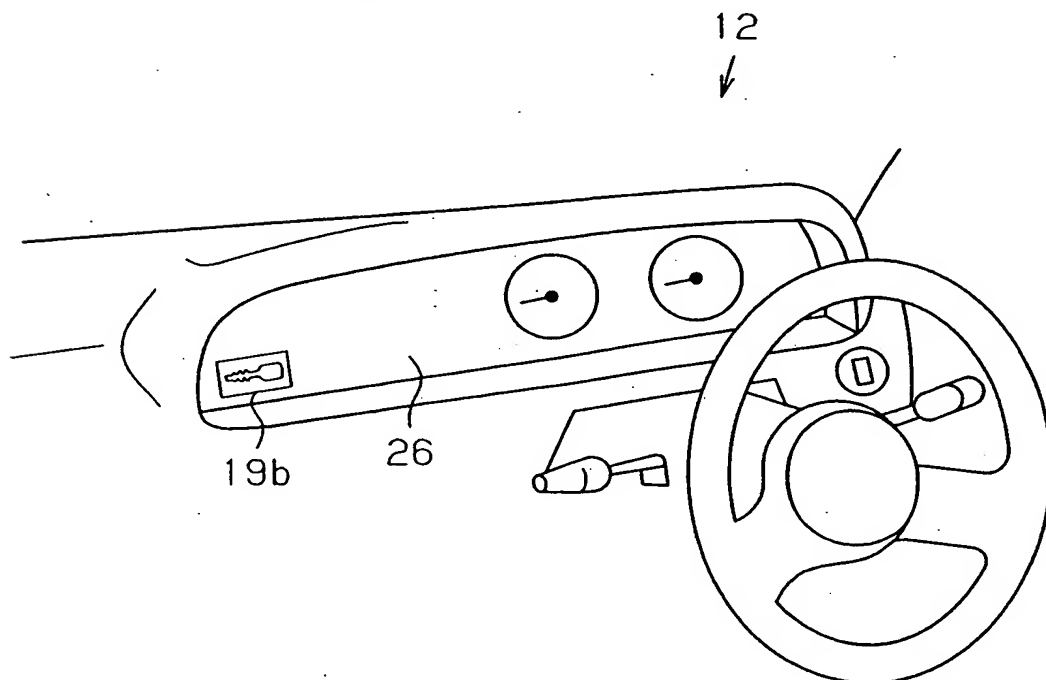


Fig. 5

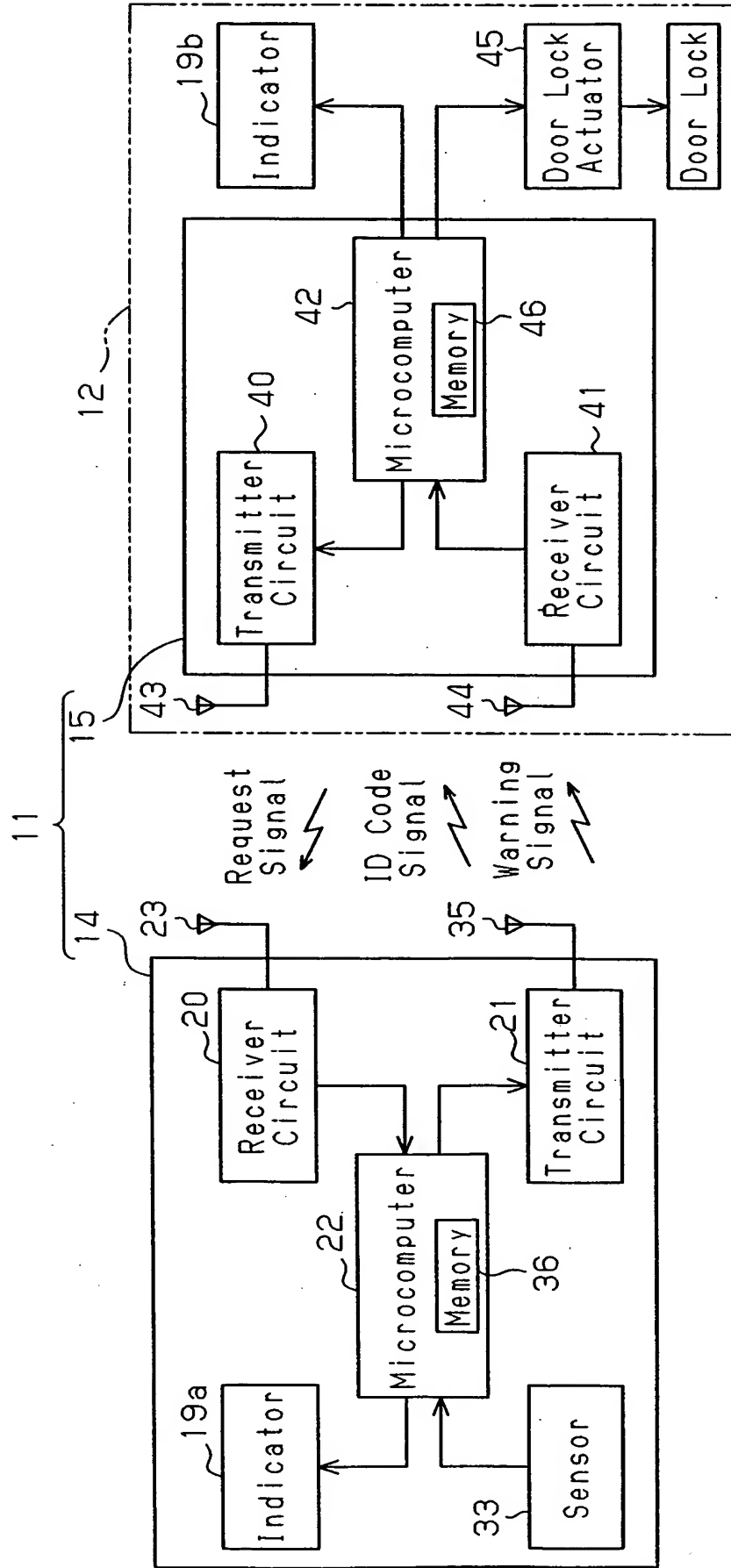


Fig 6A

(Mechanical Key Retained)

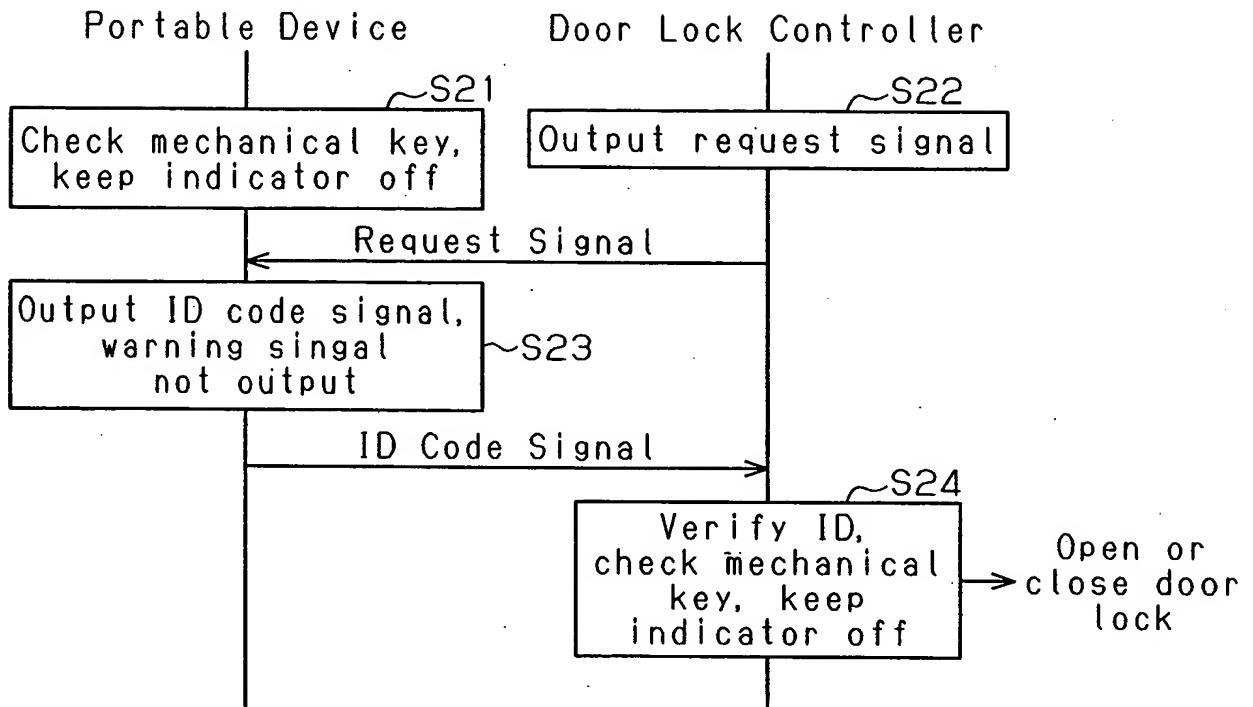


Fig. 6B

(Mechanical Key Not Retained)

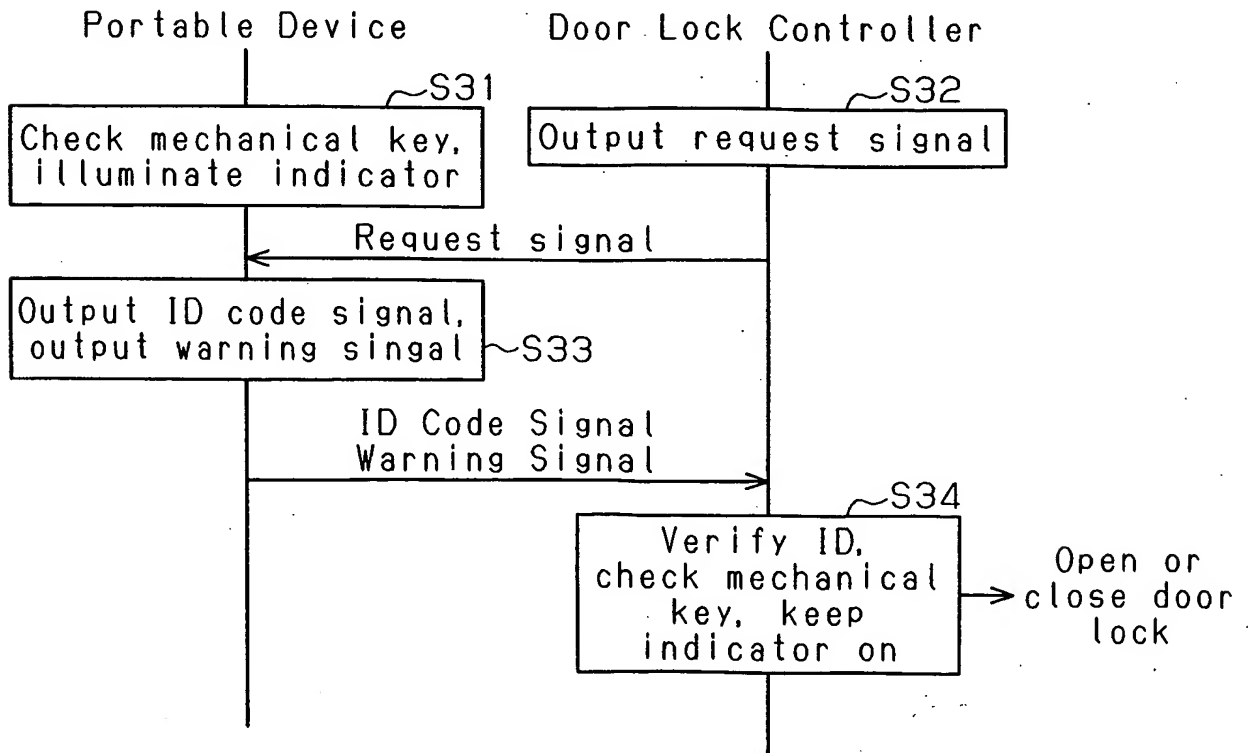


Fig.7

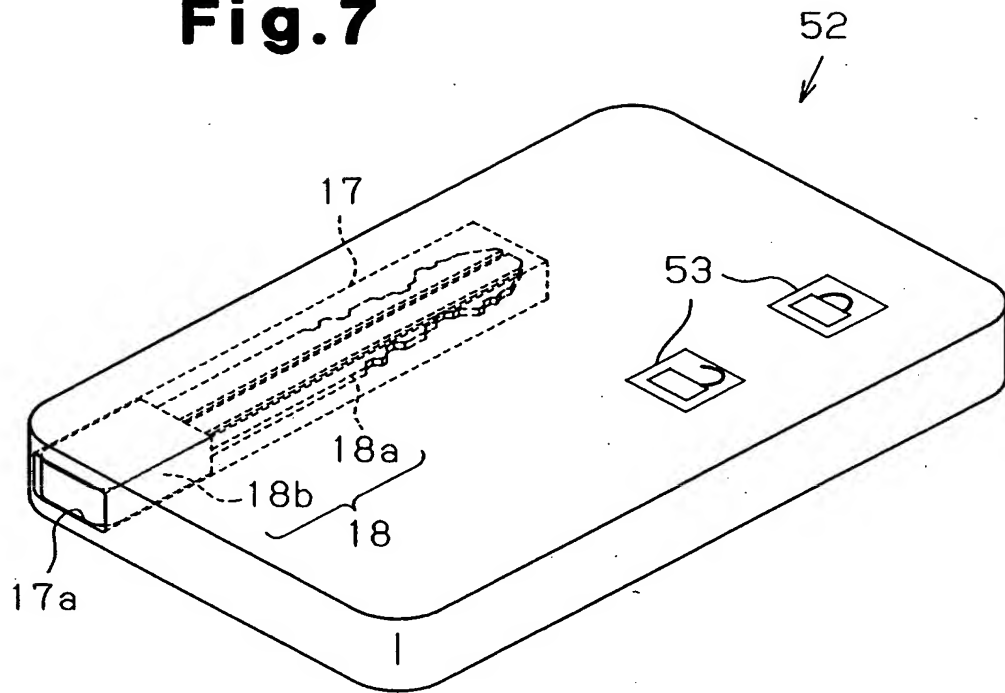
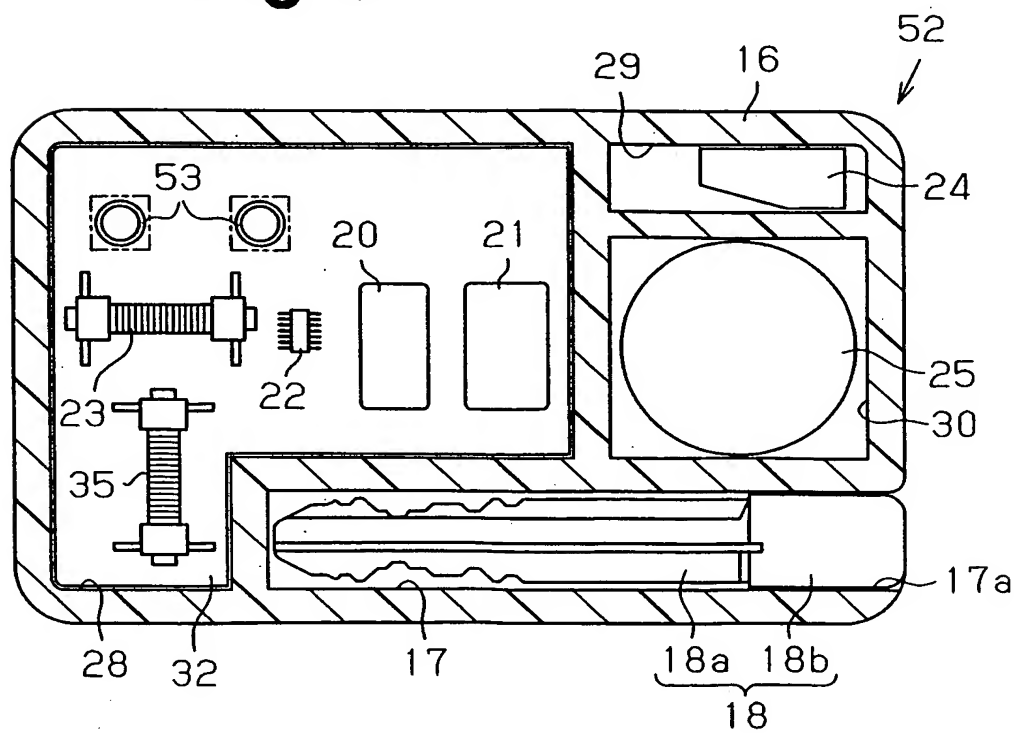


Fig.8



The diagram illustrates a vehicle security system architecture. It consists of two primary control units, 12 and 15, which are interconnected via a communication bus 51. Unit 12, located on the left, houses a Microcomputer (22) equipped with Memory (36). It also includes a set of Buttons (53) for user input, a Receiver Circuit (20) for incoming signals, a Transmitter Circuit (21) for outgoing signals, and a Transponder (24). Unit 15, located on the right, contains a Microcomputer (42) with Memory (46). This unit is connected to a Transmitter Circuit (40), a Receiver Circuit (41), and a Transponder Transceiver Circuit (48). The system's external functions are managed through these units: Unit 12 controls a Door Lock (45) and its Actuator, while Unit 15 manages the Engine Starter and the Engine. Signal flow is indicated by arrows: a Request Signal (23) enters unit 12; an ID Code Signal is transmitted from unit 12 to unit 15; a Transponder Drive Signal (35) is sent from unit 12 to unit 15; and a Transponder Signal is received by unit 15 from the Transponder Transceiver Circuit (48). A dashed box 18 points to the communication bus 51.

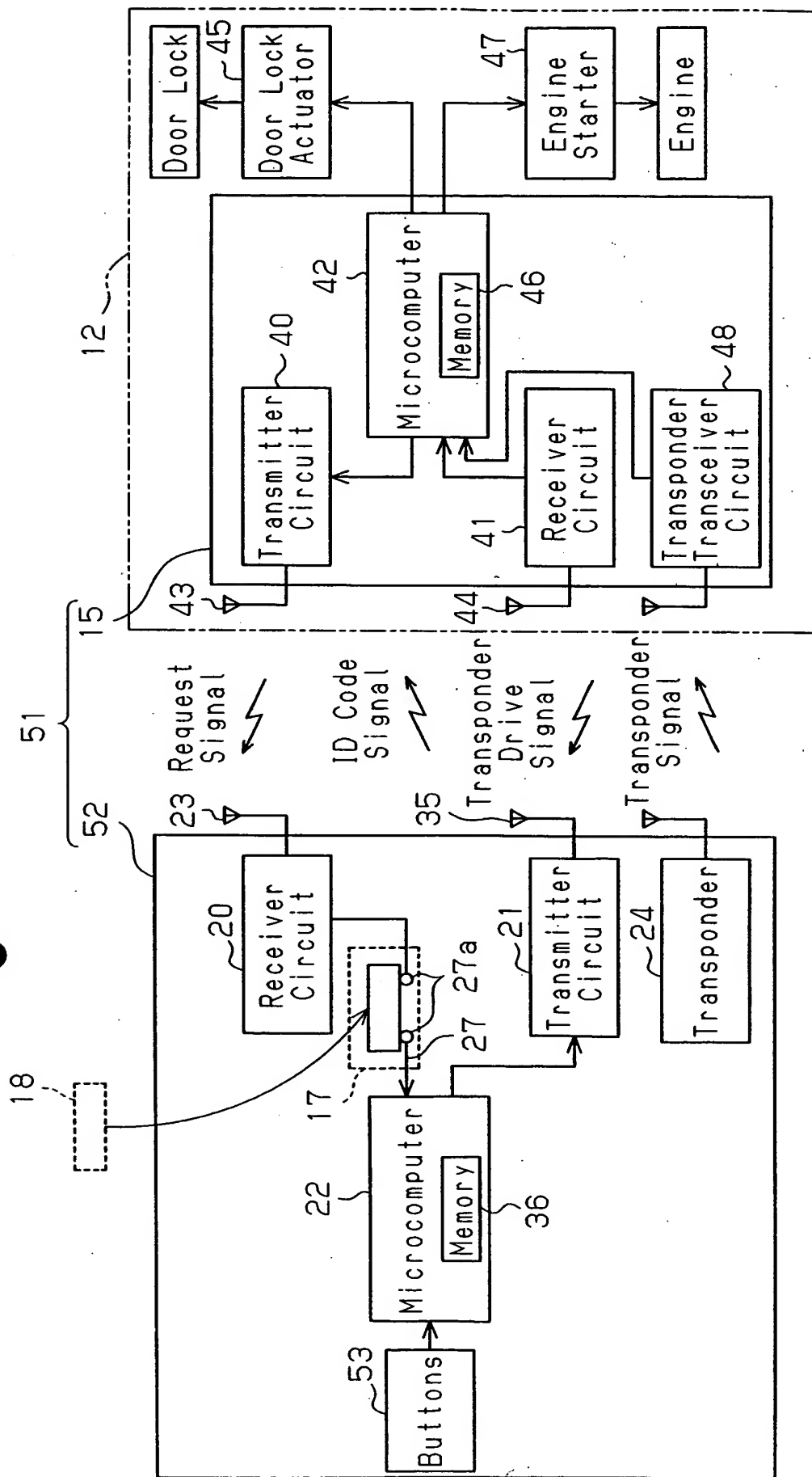


Fig 10A

(Mechanical Key Retained)

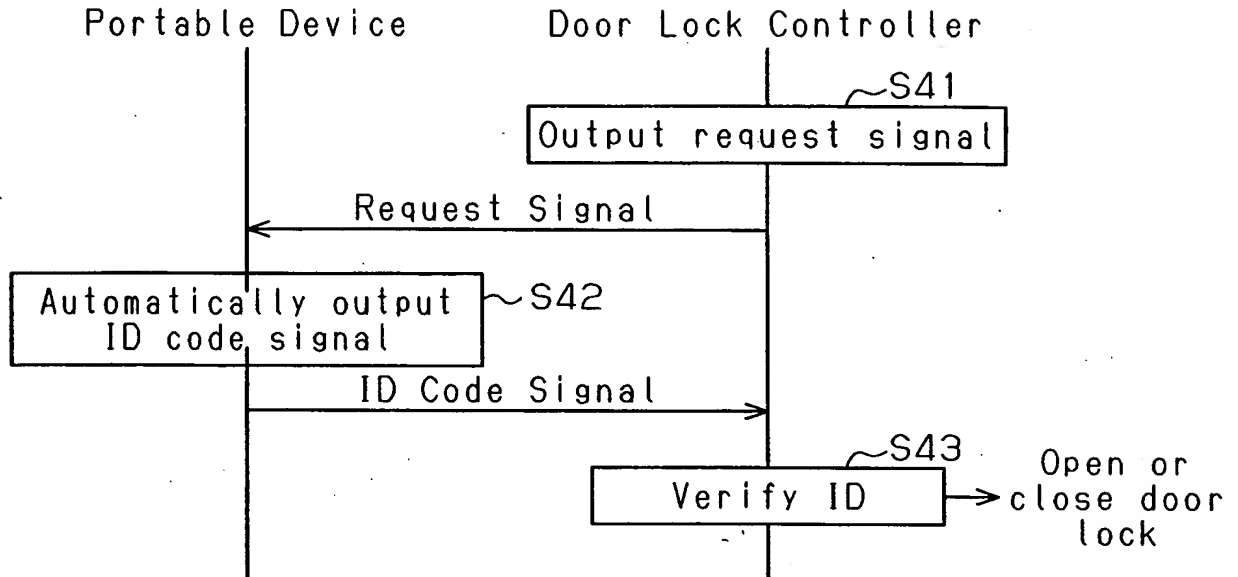


Fig.10B

(Mechanical Key Not Retained)

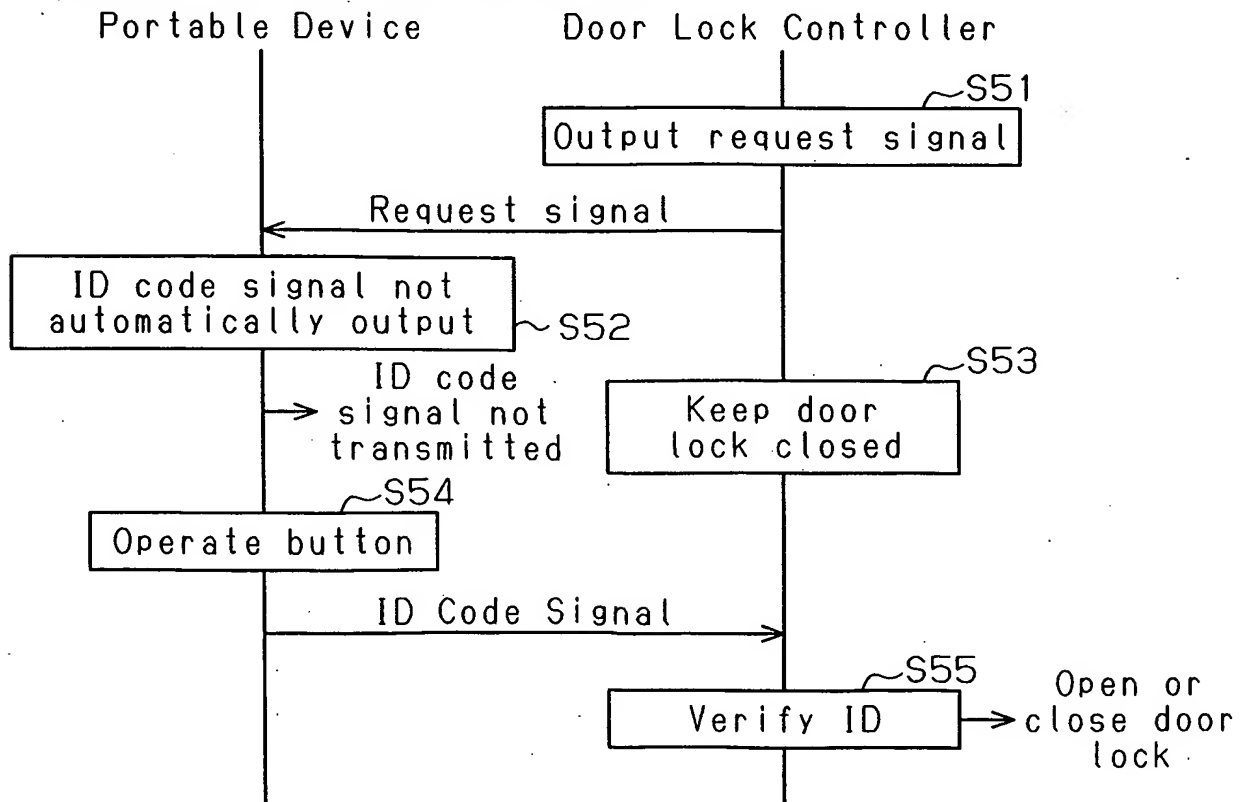


Fig. 11

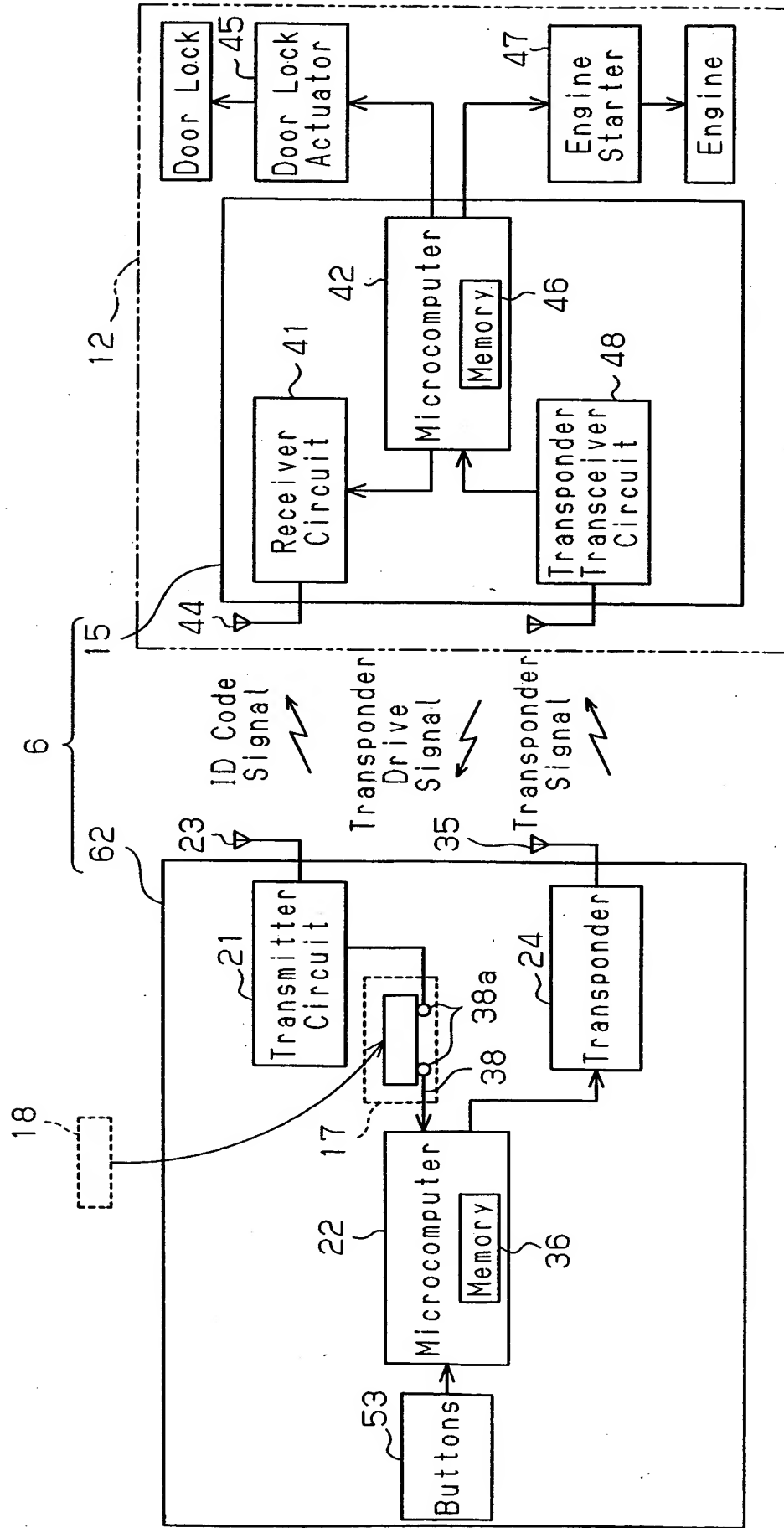


Fig.12

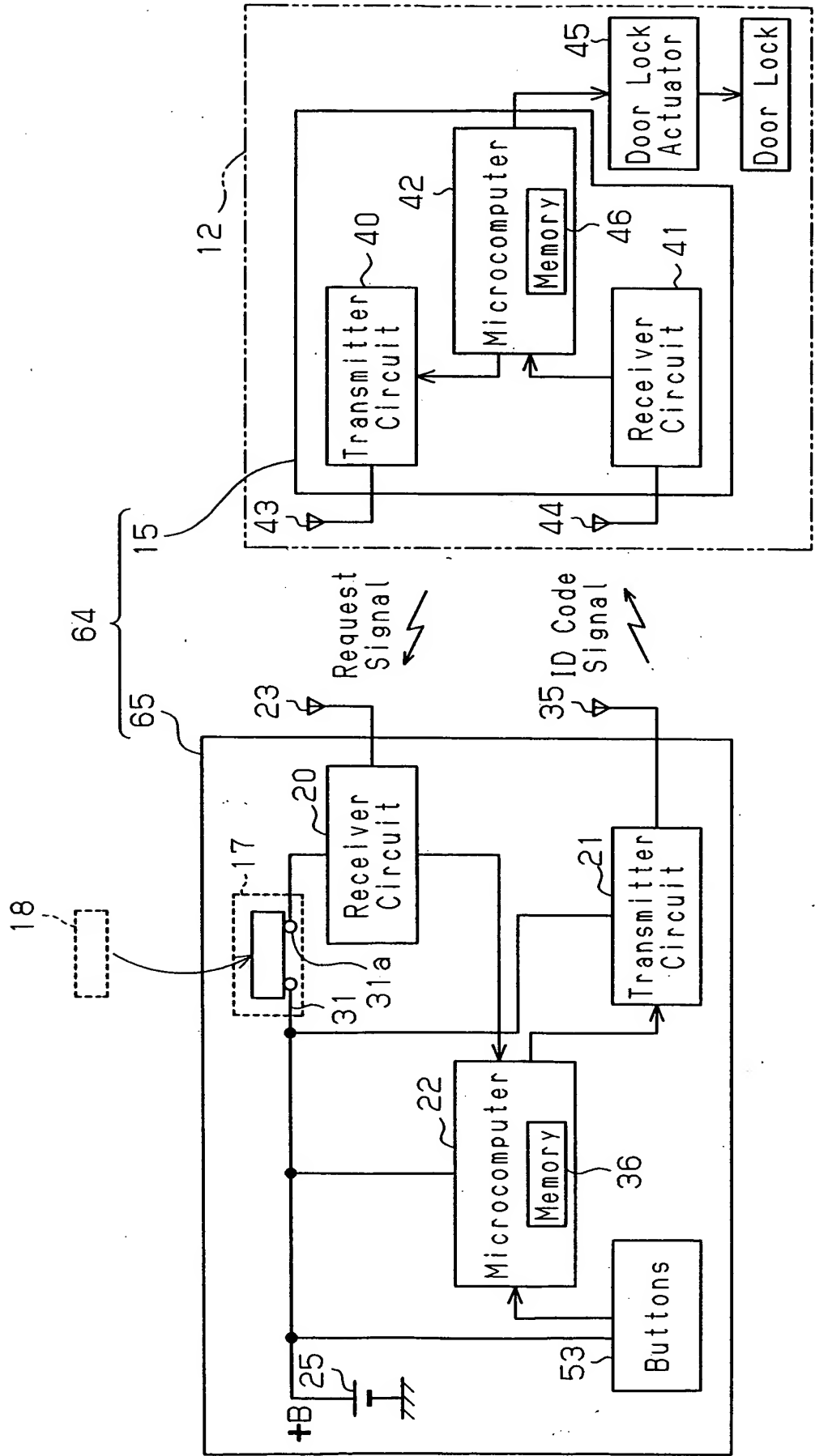


Fig.13

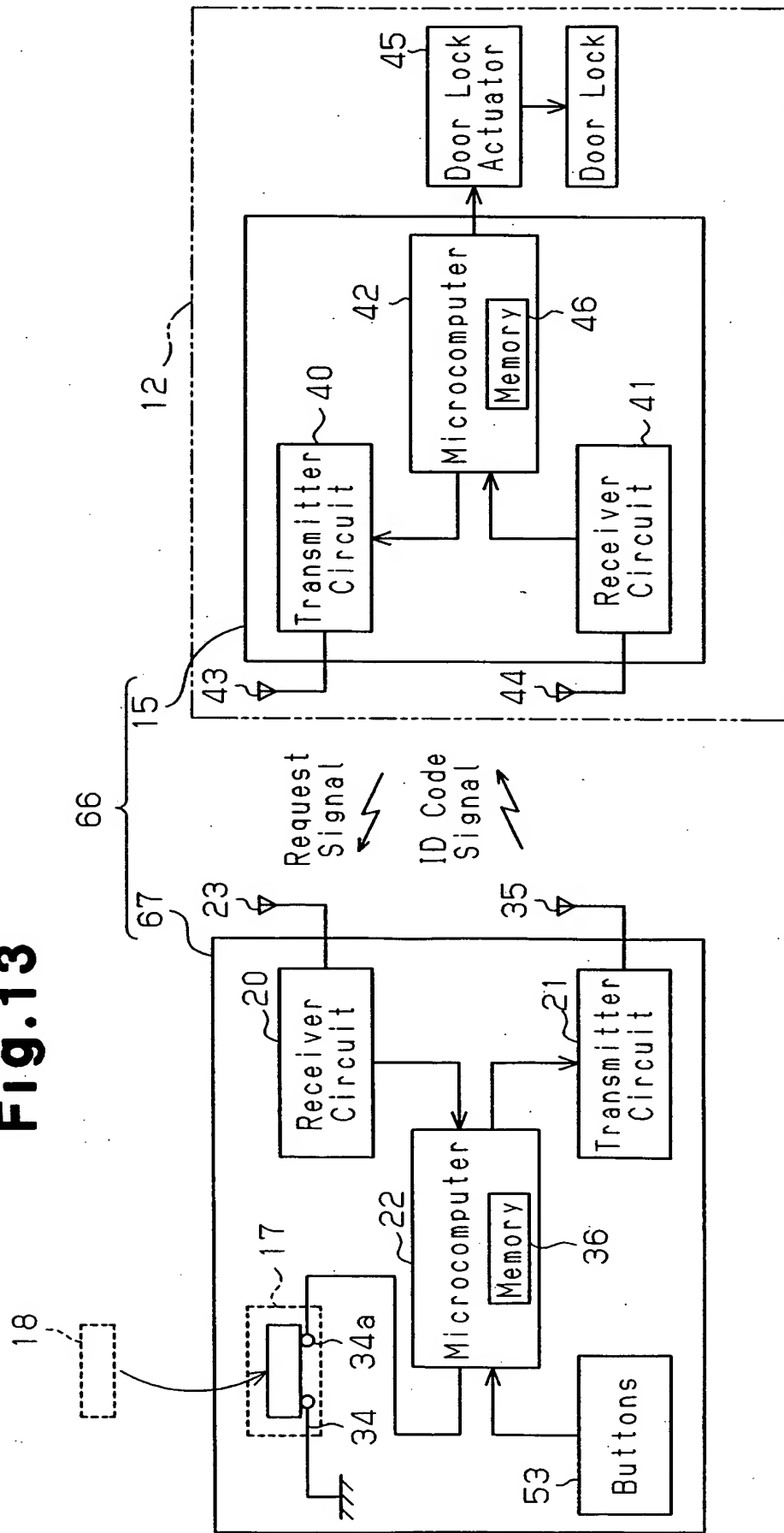


Fig 14

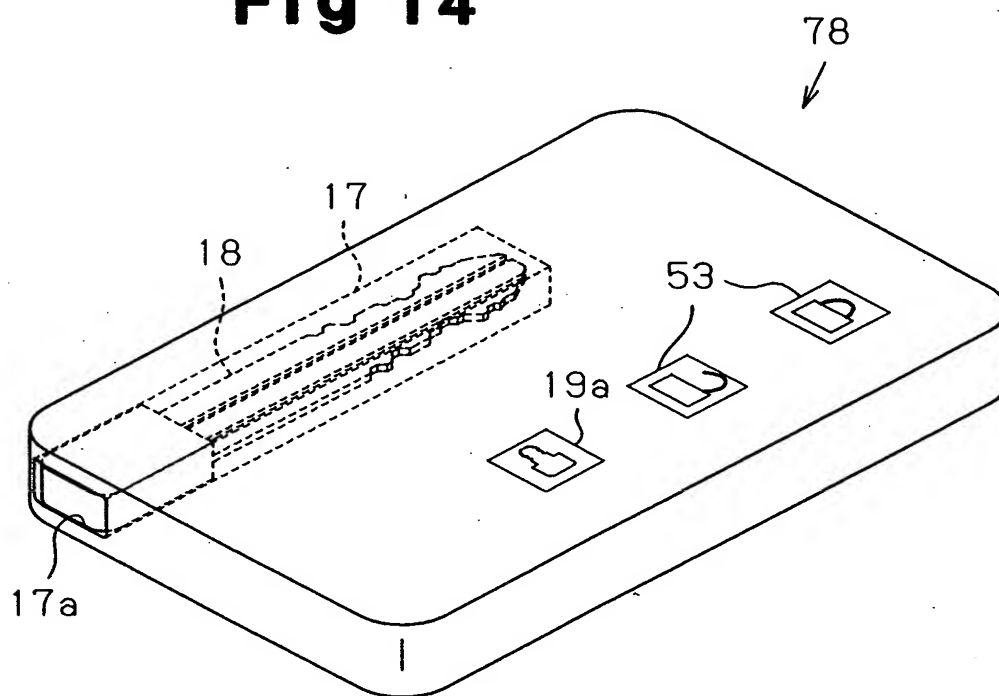


Fig.15 (Prior Art)

